



Report of the Cabinet Member for Environment & Infrastructure

Cabinet - 15 June 2023

Financial Procedure Rule 7 – 20mph Core Allocation Grant 2023/24

Purpose:	To confirm the 20mph Implementation grant allocation from Welsh Government and include the expenditure in the capital programme for 2023/24.
Policy Framework:	Restricted Roads (20mph Speed Limit) (Wales) Order 2022, Road Traffic Regulation Act 1984, Active Travel (Wales) Act (2013), The Well-being of Future Generations Act (2015).
Consultation:	Access to Services, Finance, Legal.
Recommendation(s):	It is recommended that Cabinet: 1) Approve the acceptance of the 20mph Implementation grant of £2,952,000 and this expenditure be included in the capital programme for 2023/24.
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Legal Officer:	Jonathan Wills
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1. Introduction

- 1.1 The following report has been prepared to advise on the success of the Council in bidding for grant funding from Welsh Government to support the implementation of the reduction in the default speed limit on restricted roads from 30 mph to 20mph.
- 1.2 The report details the works proposed to be undertaken using the grant allocation from Welsh Government and invites members to confirm their acceptance of the grant and its inclusion in the 2023/24 capital programme.

2. 20mph National Default Speed Limit Rollout

2.1 In January 2023 Welsh Government invited Councils across Wales to submit bids to support the works required in implementing changes required as a consequence of the Restricted Roads (20mph Speed Limit) (Wales) Order 2022 legislation passed by the Senedd and due to come into force on 17 September 2023. The information below provides details of the bid, the issues identified and the solutions proposed. The report also confirms the level of grant funding awarded and seeks approval to include the expenditure in the 2023/24 Capital programme.

2.2 Bid Details

2.3 Welsh Government provided a grant of £551k in 22/23 to undertake preparatory works. This funding has been used to support the design and development of the scheme and pre-purchase signs and posts which are being held in storage. A further bid for £2.952million was submitted in January to install these signs and carry out works to the highway and signing infrastructure to support the change in limit. The bid also included a sum for the continued development of the Traffic Regulation process to make a number of roads exempt from the lowered limit. The grant was confirmed in full on 24 May 2023, with the proviso the three quarters of the sum was claimed by 31 December 2023.

2.4 It was initially anticipated that the bid for funding would be agreed by the end of March 2023. The delay in receiving confirmation of the funding awarded has inevitably put pressure on ensuring that all necessary works will be completed by 17 September. However, all efforts will be made to address this in the delivery programme outlined below.

2.5 The funding identified will be spent throughout financial year 23/24. In quarters one and two, 550 new posts and 1,100 signs pre-purchased will be erected to inform drivers of the revision in the speed limit. The signs themselves will be covered until 17 September when the new limit comes into effect. This period will also see 260 existing roundels which will contradict the new limit being removed or masked.

2.6 During this period work will continue on the development of the legal processes required to retain parts of the network at 30mph. This will lead to the advertisement of the Traffic Regulation Orders for public consultation in quarter one, with issues arising being resolved in advance of September 17.

2.7 On the 17 September, and the days following immediately thereafter, it is proposed to unmask the 1,100 signs highlighted above. In addition it will be necessary to remove the 1,080 existing signs which contradict the change in limit. New repeater signage will also be erected in this period on those roads which will retain a 30mph limit. Completion of this package of the works will make the new speed limit enforceable. Officers will continue

to work with colleagues in the police and GoSafe to minimise disruption through this period.

- 2.8 The remainder of quarters three and four will see replacement of 960 20mph zone and zone ends signs, with traffic calming signage. In addition 890 repeater signs and 720 roundels will also be removed as these will not be permitted in the revised signing regulations. It should however be noted that the speed limits will be enforceable whilst this element of the works is completed.

3. General Issues

3.1 Staffing Implications

- 3.2 The grant awarded includes an element of fee which will be used to support the operation of the Highways section in developing and managing the change through financial year 23/24. Current workloads are being sustained through the use of consultancy staff to assist in the delivery of the programme and it is anticipated that it will be necessary to continue with this to complete the required works in the timescales outlined above.

- 3.3 However, it is anticipated that the change to the default limit will raise issues in the community. Although this is being implemented at a national level it is inevitable that there will be local concerns emerging as a consequence of the change in the period following implementation. There is no identified funding to cover additional staff resource which will be needed to deal with any issues arising nor in making further changes to the roads currently identified as remaining at 30mph.

4. Integrated Assessment Implications

- 4.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

- 4.1.1 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.
- 4.1.2 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.
- 4.2 The requirement to change the speed limits has been brought about as a consequence of a change in legislation introduced by Welsh Government. In implementing the changes the Council will follow all guidance provided by Welsh Government.

In terms of involvement, the Council have a statutory duty to ensure that all Traffic Regulation Orders, lining and signing works are carried out to meet the demands of the timetable set by Welsh Government. Full and transparent consultation processes will be undertaken with key stakeholders as well as the wider general public in undertaking this duty.

The overall impact, as assessed by Welsh Government, is positive. The measures have been developed to support road safety, address key sustainability issues and create an environment which is safer for walkers and cyclists. However, this may lead to increased journey times for those in motorised transport with associated impact on business and public transport provision.

- 4.3 The works will be designed taking full account of the requirements to support the use of Welsh language. All traffic signs will be bi-lingual with Welsh appearing first.
- 4.4 An Integrated Impact Assessment (IIA) screening form has been completed with the agreed outcome that a full IIA report was not required. The screening concluded that the measures will support and have a positive impact on people of all ages in the community travelling sustainably. This will form a key measure in meeting the aspirations set out in the Well-being of Future Generations (Wales) Act and Active Travel (Wales) Act. The cumulative impact is seen as being positive. A copy has been appended to the report as Appendix A.

5. Financial Implications

- 5.1 Details of the proposed expenditure are shown in the Financial summary which is included as Appendix B to this report.

5.2 All works must be completed within financial year 2023/24. It will not be possible to draw down grant funding to complete unfinished work after 31 March 2024.

6. Legal Implications

6.1 The “Restricted Roads (20mph Speed Limit) (Wales) Order 2022” has been passed and comes into effect on 17 September 2022. This will have the effect of making the speed limit on restricted roads 20mph from the current 30mph. WG recognised that this may not be appropriate for all roads with a street lighting system and that local factors may influence those roads for which it may be appropriate to retain the existing speed limit through the progression of Traffic Regulation Orders. To assist Local Authorities they have produced a guidance document which sets out principles to be followed.

6.2 In developing Traffic Regulation Orders to retain the 30mph limit on sections of road robust arguments have been prepared in support of the decision made. In line with the produced guidance, this support considers the potential interaction between vulnerable road users and traffic and seeks to confirm that the existing traffic movements are safe through analysis of accident data. This approach will lessen the potential of legal challenge to the Traffic Regulation Order process and support a speedier progression of the Traffic Regulation Order.

6.3 In terms of process, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489 require that the exemptions identified are advertised in the local press in addition it is proposed to display the notice at libraries across the county area for a period of three weeks. On expiry of this period if there are no unwithdrawn objections then it is proposed that the order is sealed on 17 September 2023 when *The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022* comes into effect.

Background Papers: None

Appendices: Appendix A – IIA
Appendix B – Financial Implications

Appendix A Integrated Impact Assessment

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services

(b) Please name and fully describe initiative here: **20mph Default Speed Limit National Rollout Implementation**

The works proposed are being developed to implement the Welsh Government initiative to lower the speed limit on restricted roads from the current 30mph to 20mph. This will involve developing exceptions, for key roads to remain at 30mph, consulting on these exceptions and preparing Traffic Regulation Orders to create the legal framework to support this.

A limited number of roads will be exempt from this lowered limit and it will be necessary to consult widely on the extent of these exceptions. In principle they will be limited to dual carriageways, roads with few frontages (such as industrial estates) and key distributor routes. A series of Traffic Regulation orders will be required to support the continuation of a 30mph limit on those identified section of roads.

Physical measures will also be required to accommodate this change with extensive changes being made to highways signing and lining. This work is required to enable enforcement of the revised speed limits following the change.

Welsh Government have provided a grant to LA's across the country to progress the Traffic Regulation Orders and make these required changes to the signing and lining on the highway.

Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

Impact	High Impact Needs further		Medium Impact		Low	
	+	-	+	-	+	-
investigation						
Children/young people (0-18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Older people (50+)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future Generations (yet to be born)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race (including refugees)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Asylum seekers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gypsies & travellers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Q3 What involvement has taken place/will you undertake e.g. engagement/consultation/co-productive approaches? Please provide details below – either of your activities or your reasons for not undertaking involvement

Officers have undertaken detailed consultations with elected representatives on the roads in their wards to identify those roads which should remain at 30mph.

The roads identified will be digitally mapped and this information will be downloaded onto Data Map Wales which will provide detailed information on all roads across Wales which will be exempt from the lowered 30mph limit.

The Traffic Regulation Orders will be progressed following the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 made pursuant to the Road Traffic Regulation Act 1984 Act which together prescribe the procedures to be undertaken when making an order of this nature. The procedure includes the obligation to consult prior to the making of an order, and the requirement to consider any objections received as a result of the consultation before the decision is made whether or not to implement the order.

To assist in making the public fully aware, Welsh Government have commenced a National Campaign to inform communities across Wales of the changes to the default speed limit. Swansea Council will further extend this messaging through media and social media outlets. This process will tie to the formal Legal requirement outlined above to achieve the widest possible coverage on when and how the change will occur and how they can comment on the proposed changes before the orders are made.

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

a) Overall does the initiative support our Corporate Plan's Well-being Objectives when considered together?

Yes No

b) Does the initiative consider maximising contribution to each of the seven national well-being goals?

Yes No

c) Does the initiative apply each of the five ways of working?

Yes No

d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?

Yes No

Q5 What is the potential risk of the initiative? (Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...)

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes

No

If yes, please provide details below

The measures implemented will impact on the majority of journey times.

Q7 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making. For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

There are a number of benefits associated with the implementation of the change in the default speed limit on restricted roads as identified by Welsh Government.

- There is evidence that lower speeds result in fewer collisions and in reduced severity of collisions and injuries.
- The measures are targeted at promoting growth in the numbers of people choosing to make journeys through Active Travel as opposed to using a car. Evidence from pilot schemes in Edinburgh and Bristol would support this viewpoint.
- Increased levels of active travel under the policy create economic benefits in terms of decongestion, air quality, greenhouse gas reductions, individual health and productivity impacts.
- Lower speeds should result in less non-exhaust particulate pollution associated with less brake wear, tyre wear and road abrasion.
- An improved and safer environment that encourages more cycling and walking combined with lower levels of noise pollution is likely to increase social interaction within communities, leading to reduced loneliness and improved social cohesion. It could also lead to higher land values and retail spending.

The primary disbenefit associated with the proposal will be an increase in travel time. This will impact on business as well as public transport providers.

It should be noted that these are National considerations, locally, the Authority will have a responsibility to ensure that the relevant Traffic Regulation Orders

are progressed and that the revised legislation is appropriately signed and lined to meet our legal obligations.

Outcome of Screening

Q8 Please describe the outcome of your screening below:

- **Summary of impacts identified and mitigation needed (Q2)**
- **Summary of involvement (Q3)**
- **WFG considerations (Q4)**
- **Any risks identified (Q5)**
- **Cumulative impact (Q7)**

These proposals are designed to support the National Welsh Government initiative and, as Highway Authority, it is the Council's legal requirement to maintain the signing and lining on the public highway.

In terms of involvement, the Council are being required to ensure that all Traffic Regulation Orders, lining and signing works are carried out to meet the demands of the timetable set by Welsh Government to ensure speed limits in built up areas are legally enforceable. There is a reputational risk should this not be achieved in a reasonable timeframe. Officers will continue to work with Welsh Government to refine this process as the project develops.

The overall impact, as assessed by Welsh Government, is positive. The measures have been developed to support road safety, address key sustainability issues and create an environment which is safer for walkers and cyclists. However, this will inevitably lead to increased journey times for those in motorised transport with the associated impact on business and public transport provision.

Appendix B Financial Summary

Financial Procedure Rule 7

FINANCIAL IMPLICATIONS : SUMMARY

Portfolio: PLACE
 Service : HIGHWAYS
 Scheme : 20mph National Rollout

<u>1. CAPITAL COSTS</u>	2023/24	2024/25	2025/26	TOTAL
£'000	£'000	£'000	£'000	£'000
<u>Expenditure</u>				
Works	2,712			2,712
Fees	240			240
Budget Code:				
EXPENDITURE	2,952	0	0	2,952
<u>Financing</u>				
20 rollout grant	2,952			2,952
FINANCING	2,952	0	0	2,952
<u>2. REVENUE COSTS</u>	2023/24	2024/25	2025/26	FULL
£'000	£'000	£'000	£'000	YEAR
<u>Service Controlled</u>				
<u>- Expenditure</u>				0
Employees				0
Maintenance				0
Equipment				0
Administration				0
NET				
EXPENDITURE	0	0	0	0